Lower Hudson Area: City and Town of Poughkeepsie

September 16th Workshop Feedback

Key:

- = Short-range priority (2016-2020)
- = Mid-range priority (2021-2030)
- = Long-range priority (2031-2040)

Highway Maintenance (see map)

Reconstruct or repave the following road segments with poor surface scores based on NYSDOT and Dutchess County standards:

City of Poughkeepsie

- 1. Academy St. between Cannon St. and Main St. (0.07 miles).
- 2. Market St. between Route 44 (Church St.) (eastbound) and Main St. (0.18 miles).
- 3. Reservoir Square between S. Clinton St. and S. Clinton St. (1.12 miles).
- 4. S. Grand Ave. between Fountain Brook Ave. and Town of Poughkeepsie line (0.40 miles).
- 5. De Laval Pl. between Innis Ave. and N. Grand Ave. (0.12 miles).
- 6. Main Street and the arterials.

Town of Poughkeepsie

- 1. Route 115 (Salt Point Turnpike) from Hudson Ave. to Innis Ave. (0.3 miles).
- 2. Van Wagner Rd. between Hornbeck Rd. and bridge PO-4 (0.87 miles).

Bridge Maintenance (see map)

Bridges rated as structurally deficient under FHWA standards or deficient under NYSDOT standards should be repaired or closed if necessary, with replacement priority given to the following bridges:

- 1. Route 9 over Railroad Plaza (BIN 1005319) in the City of Poughkeepsie (rated as structurally deficient).
- 2. Route 44 over Route 9 (BIN 1005290) in the City of Poughkeepsie (NYSDOT rating of 4.078).
- 3. High St. over Fall Kill Creek (BIN 2262690) in the City of Poughkeepsie (rated as structurally deficient).
- 4. Mansion St. over Fall Kill Creek (BIN 2262750) in the City of Poughkeepsie (NYSDOT rating of 3.944).
- 5. Washington St. over Fall Kill Creek (BIN 2262670) in the City of Poughkeepsie (rated as structurally deficient).
- 6. CR 43 (Degarmo Rd.) over Wappinger Creek (BIN 3358440) in the Town of Poughkeepsie (LaGrange town line) (rated as structurally deficient).

If funding becomes available, the following low-volume, NYSDOT deficient bridge should be repaired:

1. Reed Ave. over Metro-North Railroad Hudson Line (BIN 2262890) in New Hamburg (Town of Poughkeepsie) (NYSDOT rating of 4.0, with a 2012 AADT of 232).

Highway Capacity

1. As part of redevelopment of the former Hudson River Psychiatric Center, explore a new road between Route 9 and Route 9G and consider developing a secondary street along the CSX East Branch to connect the property to Fulton St. and Parker Ave., as recommended in the *Route 9 Land Use and Transportation Study* (Town of Poughkeepsie).

Traffic Operations (by Municipality)

City of Poughkeepsie

- 1. Redesign the Route 9/44/55 interchange to improve traffic safety and operations. •
- 2. Redesign Market St. to allow two-way traffic between Church St. and Mill St, as outlined in the *Main Street Economic Development Strategy*. Incorporate pedestrian crossing improvements, including marking a crosswalk across the west leg of Route 44/55 westbound (Mill St.). Consider a 'road diet' to reduce the number of lanes and add on-street parking and bicycle facilities.
- 3. Redesign Route 44/55 eastbound and westbound arterials between the City Center and surrounding neighborhoods to be walkable boulevards ✓, as outlined in the *Main Street Economic Development Strategy*. Consider changing from three one-way lanes to either two one-way lanes and one lane the opposite direction, or two lanes with a median, bike lanes, or on-street parking on both sides. Reconfigure the curve behind the Civic Center to slow traffic and shorten the crossing distance at Main St. ● ● ●
- 4. Reconfigure the Washington-Mill St. merging lanes as a more traditional intersection to eliminate the curve behind the Civic Center, slow traffic and shorten the crossing distance at Main St ✓, as shown in the Poughkeepsie Waterfront Redevelopment Strategy. ○ Fix arterial merges with Washington St.
- 5. Replace or install traffic signals at the following intersections:
 - Washington St. and Parker Ave. (new signal)
 - Academy St. and Cannon St. (replace signal)
 - Mill St./N. Clover St./Donegan Pl. (replace signal)
- 6. Reconstruct the Creek Rd./Smith St./Little George St. intersection into a roundabout to improve safety and reduce congestion. Incorporate sidewalks and crosswalks across all legs of the roundabout. Great idea!
- 7. Redesign the Route 44/55-Smith St.-Clinton St. intersection to improve safety, direct truck traffic away from Smith St., and create a new Clinton Square, as described in the City of Poughkeepsie Transportation Strategy.
- 8. Open Garden St. (between the westbound arterial and Main St.) and Liberty St. (between Main St. and Cannon St.) to slow-speed, one-way streets with pedestrian walkways. Connect to the garage off of Garden St. ✓
- 9. Improve Water St. to include on-street parking on one side, as shown in the *Poughkeepsie Waterfront Redevelopment Strategy*.
- 10. Add a southbound entrance to Route 9 south of the Hoffman Street Bridge. O

Town of Poughkeepsie

- 1. Reduce evening peak hour congestion on:
 - CR 77 (Vassar Rd.) between Spring Rd. and CR 110 (Jackson Rd.).
 - Route 376 between DeGarmo Hills Rd. and CR 104 (New Hackensack Rd.).
 - Spring Rd. between Route 9 and Kerr Rd.
- 2. As part of redevelopment of the former Hudson River Psychiatric Center, establish a direct connection to the Mid-Hudson Plaza, and align the former Psychiatric Center entrance with Quiet Cove Park.

- 3. Realign the Marist north gate intersection to the Winslow Gate traffic signal at the entrance to the former Hudson River Psychiatric Center and the Mid-Hudson Plaza, and maintain right-in/right-out movements at the existing Mid-Hudson Plaza driveway.
- 4. Improve the Main St/Grand Ave intersection—roundabout?

Safety (see map)

- 1. Improve roadway safety at high-crash locations identified in the Moving Dutchess 2 crash analysis.
- 2. Improve pedestrian safety at high-crash locations, especially in the City of Poughkeepsie, Town of Poughkeepsie, Town of Hyde Park, and Town and Village of Fishkill.
- 3. Deploy Emergency Vehicle Signal Preemption technology at major intersections along the Route 9 corridor, with Route 9/Fulton St. in the Town of Poughkeepsie as a top priority.

City of Poughkeepsie

- 1. Improve safety on Main St. at the Route 9 on- and off-ramps. Street lights should be turned on at on/off ramps (entering and exiting Route 9).
- 3. Improve safety for people traveling by car or bicycle between the Dutchess Rail Trail at Morgan Lake and Creek Rd. In particular, improve sight distance for left turns onto Creek Rd and from Creek Rd to the rail trail.
- 4. Mill St needs a 'one-way' sign near train station.
- 5. Mill Street: need stop signs to keep traffic at a slow pace and not exceed the speed limit. Traffic coming down the hill towards train station consistently exceeds speed limit endangering residents. Speed strips if stop signs not an option.
- 6. North Bridge St between Main St and Mill St has cars speeding through stop sign.
- 7. Some streets are speedways: South Grand, Oakwood, Hooker, arterials. Need traffic calming.
- 8. Need more stoplights on arterials and around the city. Need stop signs at dangerous intersections.
- 9. Establish a process to take resident comments about bad intersections.
- 10. Bus to Atlantic City obstructing traffic and idling in the street.
- 11. Lack of regard for crosswalks—need more signage. Lack of regard for pedestrian 'Walk' signs/signals.
- 12. Create alternative routes for emergency vehicles going through Main St.

Town of Poughkeepsie

1. Work with the Arlington School District and Town of Poughkeepsie to develop a Safe Routes to School Plan for Arthur S. May Elementary School (at the former Arlington Middle School site), defining recommended walking and bicycling routes to the school. Implement sidewalk and crossing improvements, as well as signage and signal timing adjustments along the designated routes as needed. Incorporate education, enforcement and encouragement strategies to improve safety for students walking or bicycling to school.

Transit

- 1. Provide fixed route service every 60 minutes or less (15/30 minutes) in the Towns of Poughkeepsie, Fishkill and Wappinger, City of Beacon, and Villages of Fishkill and Wappingers Falls.
- 2. Develop an integrated fare system and coordinated marketing between Dutchess County Public Transit and the City of Poughkeepsie transit system. ✓ ●
- 3. Establish timed transfers between Dutchess County Public Transit and City of Poughkeepsie buses. ✓○
 Integrate bus schedules with County.
- 4. In coordination with the City of Poughkeepsie, consider expanding Dutchess County Public Transit service to improve access to destinations and increase frequency ✓ and hours of service in the City of Poughkeepsie. ✓
- 5. Add signs and bus stop shelters to bus stops. Timetables, route maps, lighting.
- 6. Real time updates on bus schedules. Better display of schedules, make schedules more accessible. Online and off-line maps or routes. Google API (map with real time information).
- 7. Better identification of bus stops: night lighting, bus shelters with signage. Improve signage.
- 8. Improve transit service for city residents, college students and tourists.
- 9. Establish frequent (every 15 minutes) transit service along Main St. in the City of Poughkeepsie to connect the waterfront and train station with businesses, neighborhoods, and Vassar College, as outlined in the *Main Street Economic Development Strategy*. ✓ Yes! Waterfront to Arlington. ○○○
- 10. Make bike racks on front of buses more user-friendly/easy to use.
- 11. Sunday service
- 12. Night service
- 13. Holiday service
- 14. Weekend service to New Paltz, Kingston, Newburgh, Woodstock, Hudson, Mohonk, Minnewaska, Catskills.
- 15. Better schedule synchronizing with Metro-North schedules.
- 16. Citizen reporting system for hazards.
- 17. Free Loop to Loop transfers.
- 18. Better bus cards—not flimsy.
- 19. Bus routes are unmarked and too meandering.
- 20. Add more stops. Not enough stops—getting to a far bus stop can be hard for some people.
- 21. Create a rapid bus transit system from Rhinebeck to Beacon (or express service).
- 22. Town of Poughkeepsie should give money to City bus system.
- 23. Need a bus to serve DCC and hospital.
- 24. Bus frequency in City of Poughkeepsie is not adequate.
- 25. Buses don't always leave on schedule.
- 26. County bus doesn't go into Galleria mall—difficult for some on Route 9.

Travel Demand Management

- 1. Promote employee-sponsored and privately arranged ride sharing in the Lower Hudson area.
- 2. Promote commuter bus service to train stations.
- 3. Promote paratransit services.
- 4. Carpools between Poughkeepsie and Catskills, Kingston.
- 5. Taxis: long waiting; drivers are resentful of short trips. Lack of taxis around. Consider an alternative pickup location at the Poughkeepsie train station.

Planning Studies/Other

- 1. Conduct a parking study and develop a parking strategy for downtown Poughkeepsie, particularly Main St. and the waterfront, addressing on-street parking and access to surface lots. ✓ ○
- 2. Investigate conversion of one-way streets in the City of Poughkeepsie to two-way.
- 3. In new development, limit dead-ends and cul-de-sacs. Instead, ensure connected streets and several sources of egress, to distribute traffic and improve access for emergency service vehicles.
- 4. Improve communication and coordination between NYSDOT and local communities.

Sidewalks/Pedestrian Facilities (by municipality)

Multiple Municipalities

- 1. Set specific opening and closing hours on the Newburgh-Beacon Bridge walkway/bikeway and Mid-Hudson Bridge walkway, which could vary by season. Longer-term, extend the walkway/bikeway hours, ideally to 24 hours. Install lighting or other measures as needed for security.
- 2. Improve sidewalks and intersections on State Roads to meet ADA standards, based on NYSDOT's inventory:
 - Route 9: one intersection and one sidewalk segment in the Town of Poughkeepsie, and one intersection (at Scenic Dr) in the Town of Wappinger.
 - Route 44: 11 locations in the City of Poughkeepsie and 14 in the Town of Poughkeepsie.
 - Route 55: one sidewalk segment in the Town of Poughkeepsie. O
 - Route 113: two intersections and two sidewalk segments in the Town of Poughkeepsie.
 - Route 376: four intersections and three sidewalk segments in the Town of Poughkeepsie.

City of Poughkeepsie

- 1. Improve pedestrian access to Dutchess Community College: Incorporate sidewalks and crosswalks across all legs of the proposed Smith St./Creek Rd./Little George St. roundabout. Install a sidewalk along Creek Rd. from Smith St. to the DCC entrance (at the crosswalk between the parking lot and Hudson Hall), including an extension of the sidewalk on the north side of Smith St. to Creek Rd., and possibly extending on Creek Rd. to Cottage Rd. Install crosswalks, pedestrian-activated signals, and other improvements to help people safely cross Smith St. and Creek Rd.
- 2. Fill sidewalk gaps along Innis Ave. north of Arnold Rd. to create a continuous network and extend sidewalks from Jackman Dr. north to Salt Point Turnpike. Extend the sidewalk on the south side of Salt Point Turnpike (Route 115) from Hudson Ave. to Innis Ave., and mark high-visibility crosswalks to connect sidewalks on opposite sides of the street and provide other crossing improvements as needed.
- 3. Mark shoulders or edge lines on Beechwood Ave. to slow vehicles and provide some space for walking. Consider other traffic calming improvements to reduce speeds and improve safety for people walking. Longer-term, extend the sidewalk at least on one side of the street to Route 9.
- 4. Install a crosswalk across Hooker Ave. on the west side of Wilbur Blvd. Install a ramp, signage, and other elements as needed. Extend the existing sidewalk on the south side of Hooker Ave. from east of Austin Court to the crosswalk on the east side of Raymond Ave. Long-term, extend the existing sidewalk on the north side of Hooker Ave. from Wilbur Blvd. east to the crosswalk at Raymond Ave.
- 5. Improve the walkways through Waryas Park to connect Main St. and the train station with the Walkway elevator, and install crosswalks across North Water St. to improve access for people walking between the Poughkeepsie train station and Waryas Park, Upper Landing Park, and the Walkway elevator.
- 6. Improve the sidewalks, crosswalks, and landscaping along Smith and Cottage streets.
- 7. Construct new sidewalks on Academy St. from Montgomery St. to South Ave.

- 8. Increase awareness of pedestrian access to the Mid-Hudson Bridge walkway via the ramp at Gerald Drive. Add Walkway Loop Trail signage. Remove the sidewalk between the Route 9 ramps on the south side of the bridge. Add signage, high-visibility crosswalks, and other pedestrian safety improvements at the Route 9 ramps on the north-side of the bridge, or remove the north sidewalk and install signs directing people to the Gerald Dr. ramp instead.
- 9. Redesign the Washington St./Brookside Ave./Verazzano Boulevard/North Bridge St. intersection to extend the curb at the northwest corner, narrowing the intersection and reducing the crossing distance. Mark high-visibility crosswalks and stop bars on all legs of the intersection, and install pedestrian signals. Yes please, this is a dangerous intersection. Hard for bicyclists.
- 10. Redesign the Mill St./Verazzano Boulevard/Mt. Carmel Pl. intersection to extend the curb at the southwest corner, reducing the crossing distance and removing the non-standard crosswalk, and install high-visibility crosswalks and pedestrian signals for all legs of the intersection.
- 11. Improve access by foot to the Walkway Over the Hudson. Improve pedestrian crossings with high-visibility crosswalks, signage, curb ramps (where needed), and stop bars (where applicable) at key intersections. Consider a sidewalk 'bus bulb' (curb extension) or widened sidewalk with a bus stop shelter on Washington St. near Parker Ave. Install a bicycle rack near the stairs to the Walkway on Washington St. and consider adding a bicycle ramp or 'stair channel' to enable people to roll their bicycles up the stairs to the Walkway.
- 12. Sidewalk improvements on Main Street- incomplete or broken sidewalks. Also better lighting, litter removal, replace missing street trees.
- 13. Better snow removal.
- 14. Need streetlights along Main Street for people walking from train station, especially under the Route 9 overpass. Also need benches for people to sit/rest along the way.
- 15. Absence of police—need to create perception of safety and have eyes on the street.

Town of Poughkeepsie

- 1. Extend the sidewalk on Route 113 (Spackenkill Rd.) from Croft Rd. to Boardman Rd. to provide access between destinations on Route 9 and Spackenkill High School, Oakwood Friends School, and schools on Boardman Rd., and provide consistent four foot minimum shoulders on Route 113 (Spackenkill Rd.), particularly near Wilbur Blvd.
- 2. Extend the sidewalk on one or both sides of Fulton St. from the Mid-Hudson shopping center (across from Beck Place) east to Children's Way to connect to the sidewalk to Violet Avenue Elementary School. Extend the sidewalk on the north side of Fulton St. from the elementary school entrance to Route 9G, and provide a crosswalk to connect to the sidewalk on the east side of Route 9G.
- 3. Provide consistent sidewalks on both sides of Route 44 between Raymond Ave. and Overlook Rd., particularly between Longview Rd. and Overlook Rd., and possibly extend to CR 43 (DeGarmo Rd.). Provide crosswalks and pedestrian signals on all legs of the Route 44/Cherry Hill Dr. intersection and the Route 44/Burnett Blvd. intersection. Adjust signal timing as needed to allow sufficient time for people to cross intersections, and provide consistent four foot minimum shoulders for bicycling on Route 44.
- 4. Improve pedestrian access in Red Oaks Mill: add sidewalks along New Hackensack Rd. (Route 376) between Hogan Drive and Old Mill Rd., at least on the east side; provide sidewalks on CR 77 (Vassar Rd.) from Route 113 (Spackenkill Rd.) through the commercial area; consider a sidewalk on Route 113 (Spackenkill Rd.) between Boardman Rd. and CR 77 (Vassar Rd.); and add crosswalks and pedestrian signals at the Route 376/Route 113/CR 77 intersection.
- 5. Construct a sidewalk or separated path on the west side of Route 9 between Marist's north gate and Quiet Cove Park ✓, and connect with the Greenway Trail as well as future sidewalks along Route 9 in Hyde Park.

- 6. Provide a sidewalk on Sheafe Rd. between the elementary school (Delavergne Ave.) and the baseball park just north of Cottam Hill Rd. As a second phase, extend the sidewalk south to Bowdoin Park. Longer-term, consider access to the New Hamburg train station.
- 7. Mark a high-visibility crosswalk across Fairmont Ave. at Collegeview Ave., and consider an all-way stop at the intersection. Install in-street pedestal style "Yield to Pedestrians" signs at uncontrolled crosswalks along Collegeview Ave.
- 8. Shovel sidewalk & bus stop at Commerce St & Route 55, LaGrange Library, Firemens Way.
- 9. Sidewalks on Route 9 from Price Chopper to Fishkill and Beacon.

Multi-Use Trails & Bicycle Facilities

City of Poughkeepsie

- Work with property owners to complete the Hudson River Greenway Trail from Quiet Cove Park at the Hyde Park Town line south to the Locust Grove Historic Site. Include connections to the Walkway elevator

 √and around Kaal Rock Point.
- 2. Implement the city's nine bicycle routes in coordination with street repaving and other planned projects. Mark streets as bicycle boulevards, with bicycle lanes or sharrows, or maintain as shared lanes, as appropriate. Identify the routes with wayfinding signs, and install bicycle racks at destinations along the routes, including racks and lockers at the Poughkeepsie train station.
- 3. Add bike lanes along Main St.
- 4. Bike lanes, buffered bike lanes.
- 5. Bike racks/parking.
- 6. Free public bike system.
- 7. Improve pavement on Main St and other streets for biking. Potholes. Manholes caved in (recessed) on Main St between Market St and Academy St.

Town of Poughkeepsie

- 1. Establish greenway trails along the Town of Poughkeepsie's major creek systems.
- 2. Pursue development of a trail along the abandoned rail spur from Morgan Lake, past Peach Hill, into Hyde Park, to West Rd. School in Pleasant Valley.
- 3. Pursue a trail along the Central Hudson utility corridor from Marist College east to the Hudson River Psychiatric Center property, accessing Quiet Cove Park, Violet Ave. School, Dutchess Community College, the Fallkill Creek, Peach Hill, and the abandoned rail line. Yes! And connect to Rail Trail/Walkway near St. Peter's Cemetery.
- 4. Construct a multi-use trail on the CSX West Branch (near Route 9 and Marist College, between Kittredge Pl. and Winslow Gate Rd.) as part of development of the 1 Dutchess Avenue site.
- 5. Widen shoulders along Route 376 between Cedar Valley Rd. and Red Oaks Mill Rd. (CR 44) where feasible, and improve shoulder maintenance, including pavement repair and brush clearing, particularly between Route 113 (Spackenkill Rd.) and CR 93 (Myers Corners Rd.).
- 6. Widen the Wilbur Blvd. path to at least 12 feet and upgrade the path to meet ADA standards to the extent practicable. Improve driveway and intersection crossings based on current design standards, and provide a transition between the southern end of the path and Wilbur Blvd. for access to Spackenkill Rd. Consider signage, pavement markings, and other elements to direct people on bicycles between the street and the path and to alert drivers of their presence. Provide a crossing and signage at Croft Rd. to direct bicyclists to Todd Middle School. Consider a pedestrian/bicycle-activated flashing light at the crossing, similar to one installed on N. Grand Ave. in the Town of Poughkeepsie at the Dutchess Rail Trail crossing.

- 7. Create a shared-use path along the west side of Zack's Way/Boardman Rd. between Hooker Ave./New Hackensack Rd. and Spackenkill Rd.. Alternatively, consider a sidewalk and marked bicycle lanes on Zack's Way/Boardman Rd. between Hooker Ave./New Hackensack Rd. and Spackenkill Rd. Connect the path or sidewalk and bicycle lanes to walking and bicycling facilities on Hooker Ave., and improve the traffic signal at Zack's Way and New Hackensack Rd. to detect bicycles. •
- 8. Install a sidewalk or shared-use path along the north side of Overocker Rd. between Burnett Blvd. and the Dutchess Rail Trail, and install a sidewalk or shared-use path along the east side of Burnett Blvd. from Overocker Rd. to Route 44. Mark a crosswalk across Overocker Rd. at Burnett Blvd. to connect to new sidewalks on Overocker Rd. and Burnett Blvd. Designate a bicycle route from Fairmont Ave. to the Rail Trail using Manchester Rd., the path and crossing at Burnett Boulevard, and Overocker Rd. Connect to State Bike Route 9 at Hooker Ave. via Collegeview Ave. and Raymond Ave., or Collegeview Ave., Raymond Ave., College Ave. and DeGarmo Place. Review the signal detection (southbound) and timing at the Route 55/Burnett Blvd. intersection and make improvements to better accommodate people on bicycles. Add wayfinding signage to assist people bicycling along the route.
- 9. Maintain 4 foot minimum shoulders on common bicycling routes, including CR 77 (Vassar Rd.) and Route 376.
- 10. More bike roads on Route 9.
- 11. More bike paths and sidewalks, especially Route 9 south of IBM to Fishkill and Beacon.
- 12. Bike lanes!